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Scenes of
Modern New York.

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THE CITY OF NEW YORK



WHILE London may surpass it in population, and Paris in art and architecture, yet from the point of view of the living world—of industrial achievement—of commercial ambition—New York stands pre-eminent. Business, wealth, stupendous enterprises successfully consummated, gigantic undertakings impossible or unnecessary in the old world, flourish in New York, and failure in the broad sense is unknown. Forty-storied buildings, mile-long bridges, tunnels beneath the earth and rivers, and elevated roads above the busy streets, all contribute to reveal the infinite powers existing here to satisfy the unlimited needs of the greatest city in the world. Geographical conditions have had much to do with this. The long narrow island of Manhattan has forced the growth of the city in one direction only, hence a congested business district and the urgent need of rapid transit. The skyscraper, the express elevator, the fast trolleys and trains are the logical solution of the problem. Americanism has risen to the task, overcome every difficulty, and worked out a commercial salvation to the wonder of the nations.

No vista of man's achievement can compare with the view spread before the traveler as his ocean steamship enters New York Harbor. The skyline is a study of heights and angles, of titanic buildings, darkening the horizon like a range of crested mountains. Only a few years ago, the World Building with its fourteen stories taxed credibility. It is now a pigmy compared with the Flatiron, the Singer Building, and a score of others, while over all towers that enormous pile of stone and steel—the Metropolitan Life Insurance Building—a straight shaft rising toward the sky, counting 48 stories, and measuring from sub-basement to flagstaff over 700 feet.

No city in the world possesses such magnificent hotels, nor so many of them—actual palaces catering to the most fastidious tastes of a discriminating public. Then there are the parks—Central, Bronx, Van Cortlandt, and a hundred others, comprising unquestionably the largest and most elaborate park system in the world. Not less noted are the houses of New York's multi-millionaires. Fabulous in magnificence, they adorn Fifth Avenue, Riverside Drive and a score of lesser boulevards.

New York is the financial and business center of the world. Its bank clearings exceed those of London nearly 50 per cent., and now that the manufactures of the United States exceed in volume those of any other country, New York has naturally become the greatest mart for the buying and selling of merchandise the world over.

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MULBERRY BEND PARK, running from Bayard to Park Street, and from Mulberry to Baxter Street, contains two and three-quarters acres of well-kept lawn. Innumerable seats, a rest house and fountains are provided for the comfort and pleasure of the people.

BATTERY PARK is the name applied to the triangular green at the southern extremity of the city. From here a fine view of the bay may be obtained. The Battery Park contains twenty-one acres, is shaded by many trees, and has a broad walk along the sea wall. It is always thronged with immigrants and loungers.



CITY HALL PARK is the center of political life in the great metropolis. Standing on the steps of the famous New York City Hall one gets a remarkable impression of the ceaseless energy of the city. Located near the entrance to Brooklyn Bridge, in close contact with Newspaper Row and the Post Office, and surrounded by many characteristic skyscrapers, this park is one of the most interesting places in New York. Probably at no other point are so many thousands of people in sight. Here is one of the more important stations of the Subway, and it was directly in front of the City Hall that the ground was first broken for the great undertaking.



WASHINGTON SQUARE, at the beginning of 5th Avenue, is nine acres in extent. It was originally a Potter's Field, and later a camp ground during the Civil War. For over half a century it has been the chosen residential section of many old New York families, including the Stuyvesants, Rhinelanders, Potters, DePeysters, Coopers, and others. Their impressive old-fashioned brick mansions line the northern side of the Square. The stately Washington Arch, exquisitely modeled in marble from the design of the late Stanford White, was erected in 1889-92 to commemorate the inauguration of General George Washington as the first President. It cost \$250,000.



THE BOWERY. A thoroughfare of world-wide fame. It derived its name from the "bouweries" or farms between which it ran during the old Dutch days. In later years the lower end grew to be a series of dives, saloons, shows, etc., and became the favorite resort of a tough element. Here the peculiar type of swaggering ruffian, "the Bowery boy," was developed. The street has lost much of its former bad repute, and the "boy" has disappeared. The milder young toughs of today are in turn giving way to the frugal and good-natured German and Jew. Better shops are being opened year by year. The Bowery now boasts the largest savings bank in the world.



LOOKING NORTH FROM 23d STREET. View looking up Broadway to the left and 5th Avenue to the right from the Flat Iron Building at 23d Street. Less than half a century ago this was largely a country district. The Times Building towers at the distant curve of Broadway almost obscured by the nearer huge bulk of the Hoffman House. The Waldorf shows prominently in the middle distance of 5th Avenue. This view includes the busiest hotel and shopping district of the great metropolis.

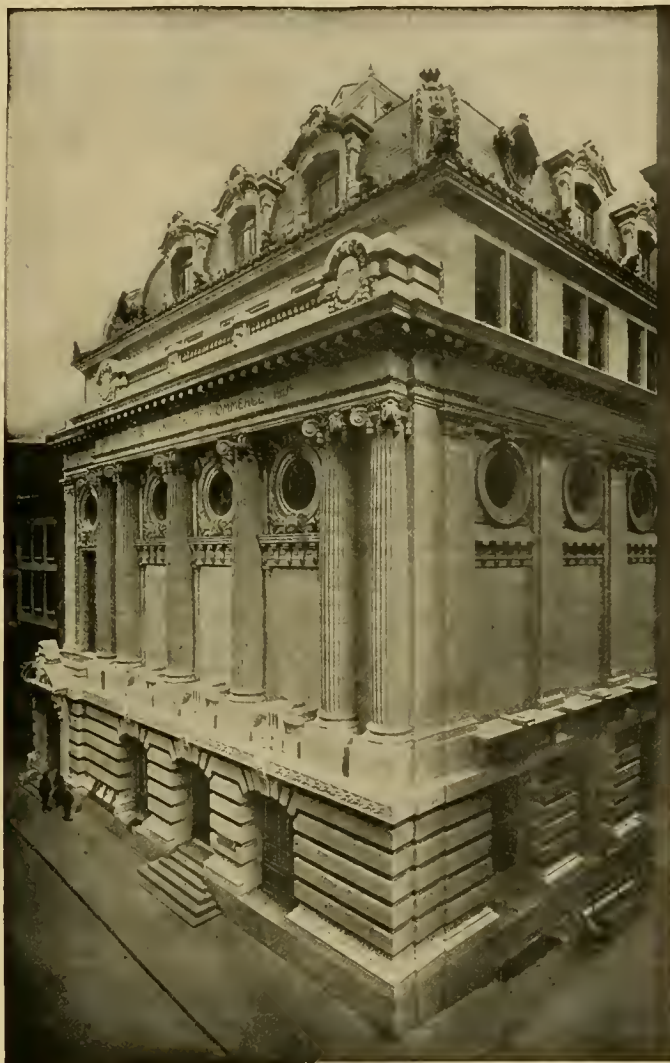


BROADWAY AT 32d STREET. At no other point in the city except perhaps at the entrance to Brooklyn Bridge is street traffic so congested from time to time as at this busy corner. Surface cars moving in rapid succession on both Broadway and Sixth Avenue and the vast army of pedestrians and vehicles make this one of the most difficult crossings in New York. The view shows a station of the elevated road with entrances and exits and separate platforms for "up-town" and "down-town" trains. The elevated roads are now operated by electricity and consist of four main double-track lines and a few short branches.



BROADWAY FROM CHAMBERS STREET. The great avenue of New York's business life. No other street in America can show such activity, such a variety of architecture, such throngs of people. The surface cars follow each other in a never-ending procession. Broadway starts at Bowling Green and extends to Youkers, a distance of 14 miles.

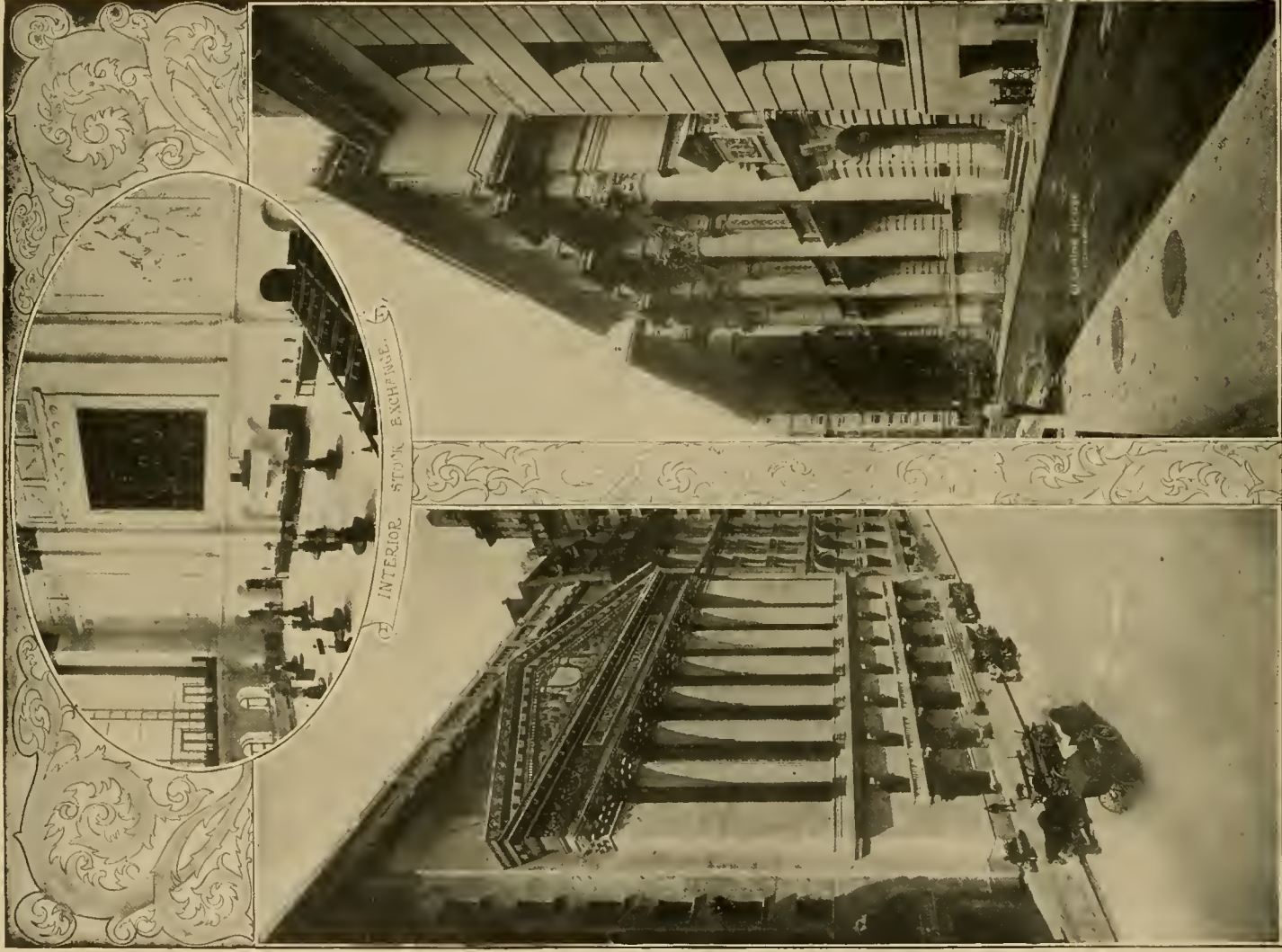
WALL STREET. The money center of America, the target of political tirades, the text for many a sermon. Fortunes made or lost every hour of the business day. In the center of the view is Trinity Church, at which point Wall Street begins, extending to the East River. The low building at the right is the U. S. Sub-treasury; the skyscraper beyond, the Gillender Building.



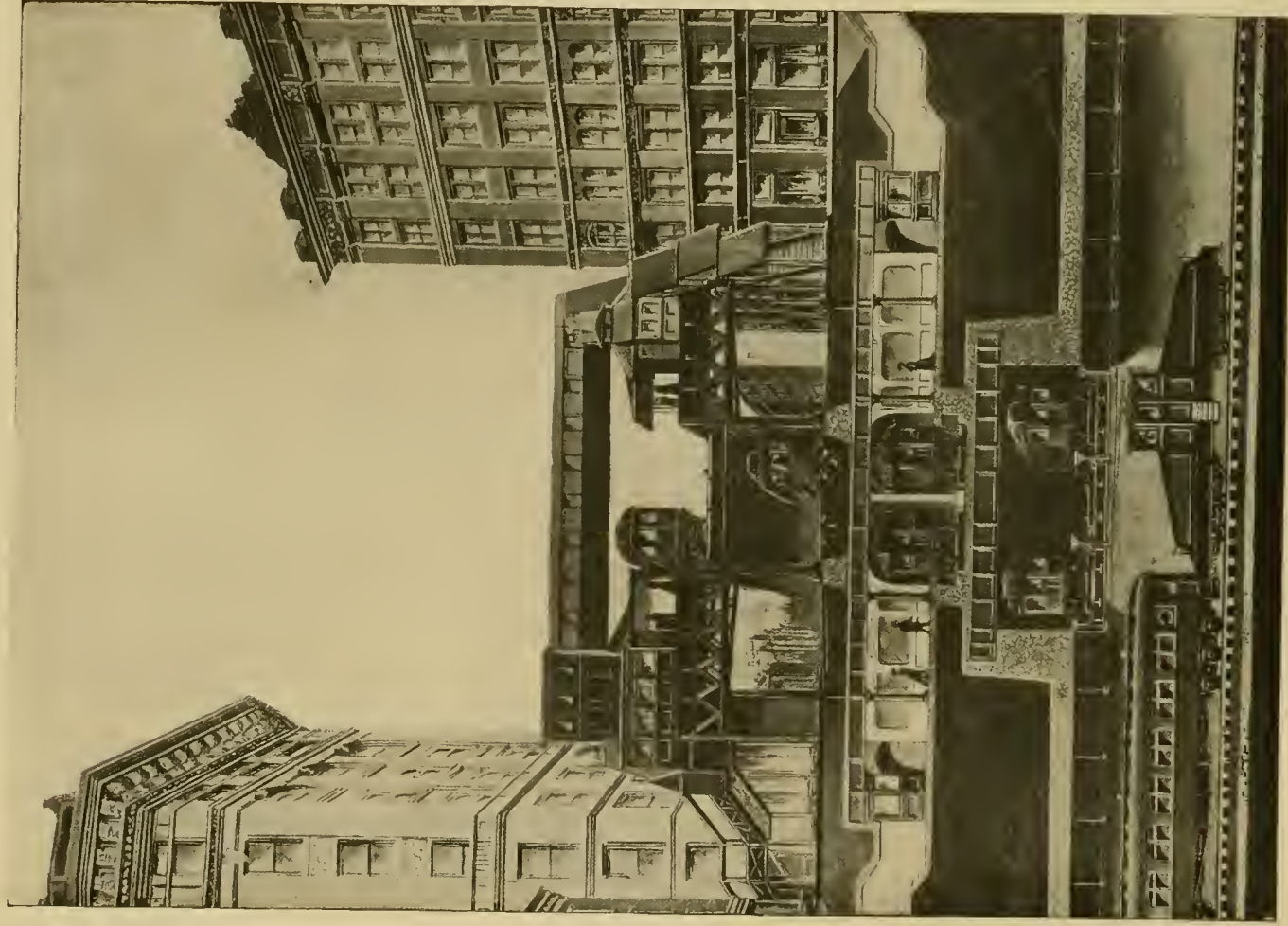
CHAMBER OF COMMERCE. North side of Liberty Street, corner of Liberty Place. Here is located the oldest commercial corporation in the United States, having been organized 1768. The building, of white Vermont marble with a granite base, was erected in 1902 and cost over \$1,500,000. The main hall is 90x60 feet.



HALL OF RECORDS. Chambers, Reade and Center streets. A splendid fire-proof structure built of steel and Maine granite, for the safe-keeping of real estate deeds, mortgages, etc., of Manhattan Borough, also for Surrogates' Courts and City Offices. Erected 1904, and cost \$5,000,000.



THE NEW YORK STOCK EXCHANGE occupies a beautiful white marble building, fronting on Broad Street, erected at a cost of over \$1,000,000. This institution is famous throughout the world for its enormous financial transactions. It has 1,100 members. Seats have been sold as high as \$81,000.
 THE NEW YORK CLEARING HOUSE is a structure of imposing architecture on Cedar Street. Here the National Banks of the city "clear" the daily accumulation of checks on each other. The huge vaults are protected by every known device.



SECTIONAL VIEW AT 6th AVENUE AND 32nd STREET. This picture shows the full development of New York's various transportation schemes now under way as they will appear at this particular point in the city. Starting at the bottom 55 feet below the street surface will be the new Pennsylvania Tunnel. Immediately above the roof of this there is to be the three track Rapid Transit subway. Over this, the tracks of the Hudson Company's system. Then appears the surface railroad, the Elevated at 32nd Street station, and above the Elevated the foot-bridge—in all five superimposed railroad systems.

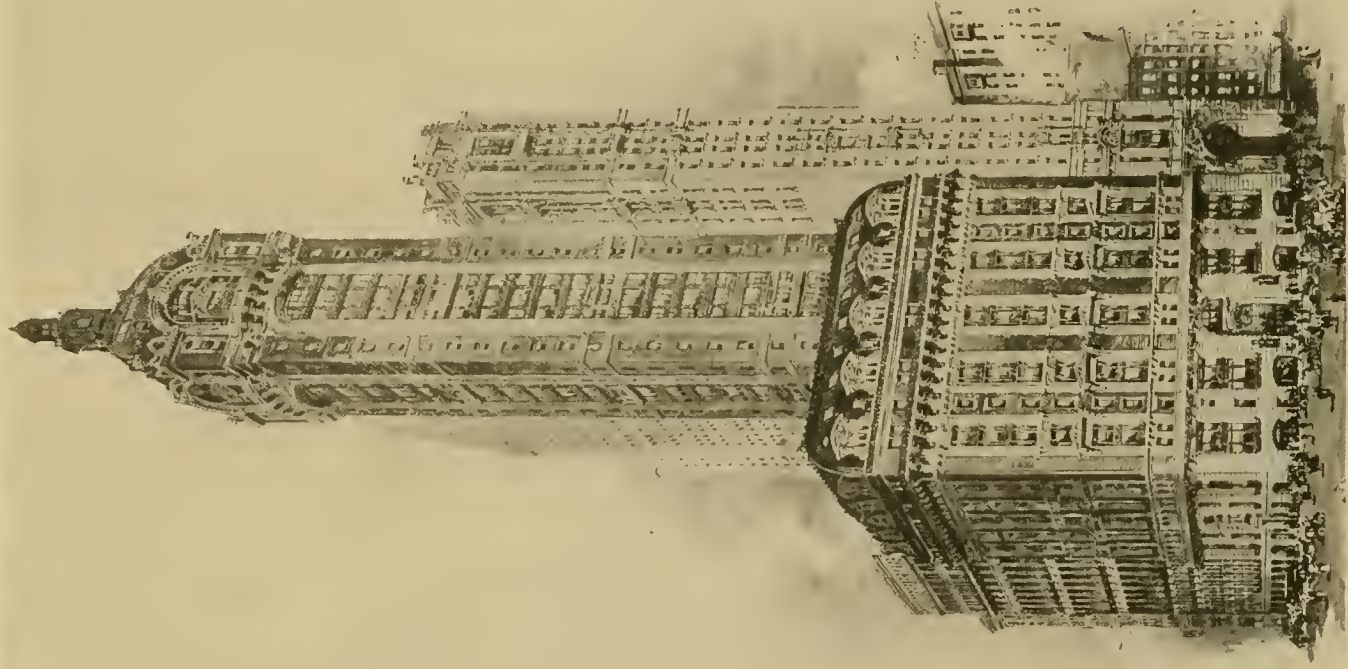
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IMMIGRANT STATION. These fine buildings of brick, stone and terra cotta are located on Ellis Island, a small island between the Liberty Statue and the Communipaw shore. Here thousands of immigrants are received daily and passed into the United States. All steerage passengers are transferred from the steamers in which they arrive, and before they can land, must be examined as to their eligibility as citizens and be fully recorded. The Government never ceases to protect the immigrant until he is prepared to face the new conditions. Over 11,000,000 immigrants have entered the port of New York since 1880, and the annual average is about 600,000.



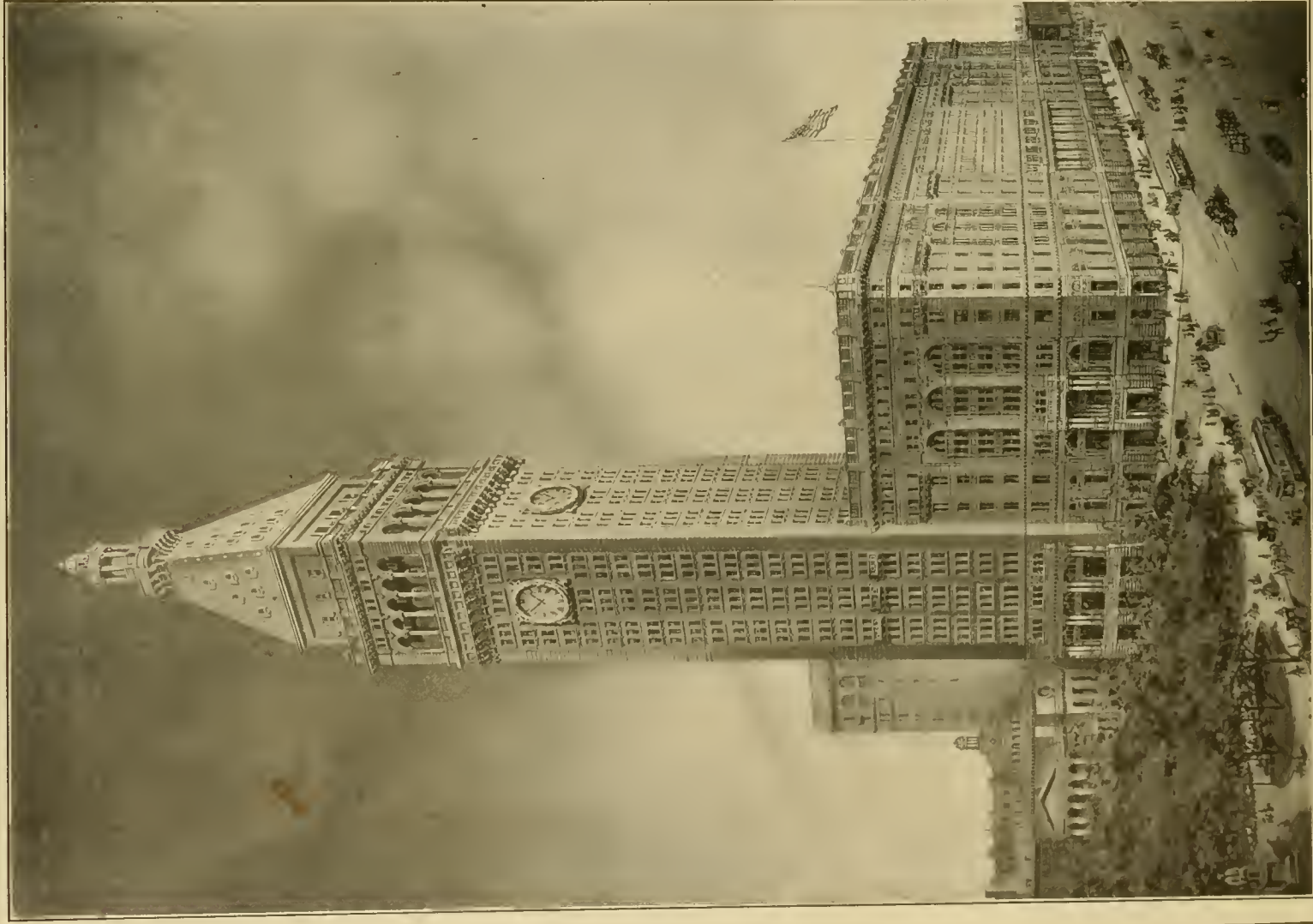
U. S. CUSTOM HOUSE, Bowling Green, foot of Broadway. Occupies an entire block, and was completed in 1907 at a cost of \$7,200,000. This beautiful structure is the finest customs building in the world. Doric colonnades give a superb air of stateliness to the walls, and the cornice is embellished with statues emblematic of the great commercial nations. Larger groups representing the continents, America, Europe, Africa, and Asia, by Daniel C. French, flank either side of the main entrance. A cartouche emblematic of the American Nation, by Carl Bitter, is the crowning feature of the facade. Cass Gilbert, Architect.



THE SINGER BUILDING, at the corner of Broadway and Liberty Street, in the heart of New York's financial district, is one of the most notable edifices in the world. 47 stories from sidewalk to pinnacle, its great tower dominates the Manhattan skyline.

CITY INVESTING CO.'S BUILDING, which extends from the narrow Broadway front to 209 feet on Cortlandt Street, and partially surrounds the Singer tower, is the largest single office building in the world. It contains 500,000 feet of floor space.

City Investing Co.'s Bldg.



THE METROPOLITAN LIFE INSURANCE CO. BUILDING. An immense structure fronting Madison Square between Fourth and Madison avenues and 23d and 24th streets. At the northwest corner rises a stupendous Campanile tower, a triumph of architectural engineering, soaring to 658 feet above the sidewalk—the tallest structure in the world. Near the foot of the great tower nestles the beautiful church edifice popularly known as Dr. Parkhurst's church.



Manhattan Life Building.

MANHATTAN LIFE INSURANCE COMPANY BUILDING. 66 Broadway, near Exchange Place. One of the tallest buildings in the city, having 23 stories, and towering 361 feet high. Very striking and ornate design. Home of the Manhattan Life Insurance Company, organized 1850.

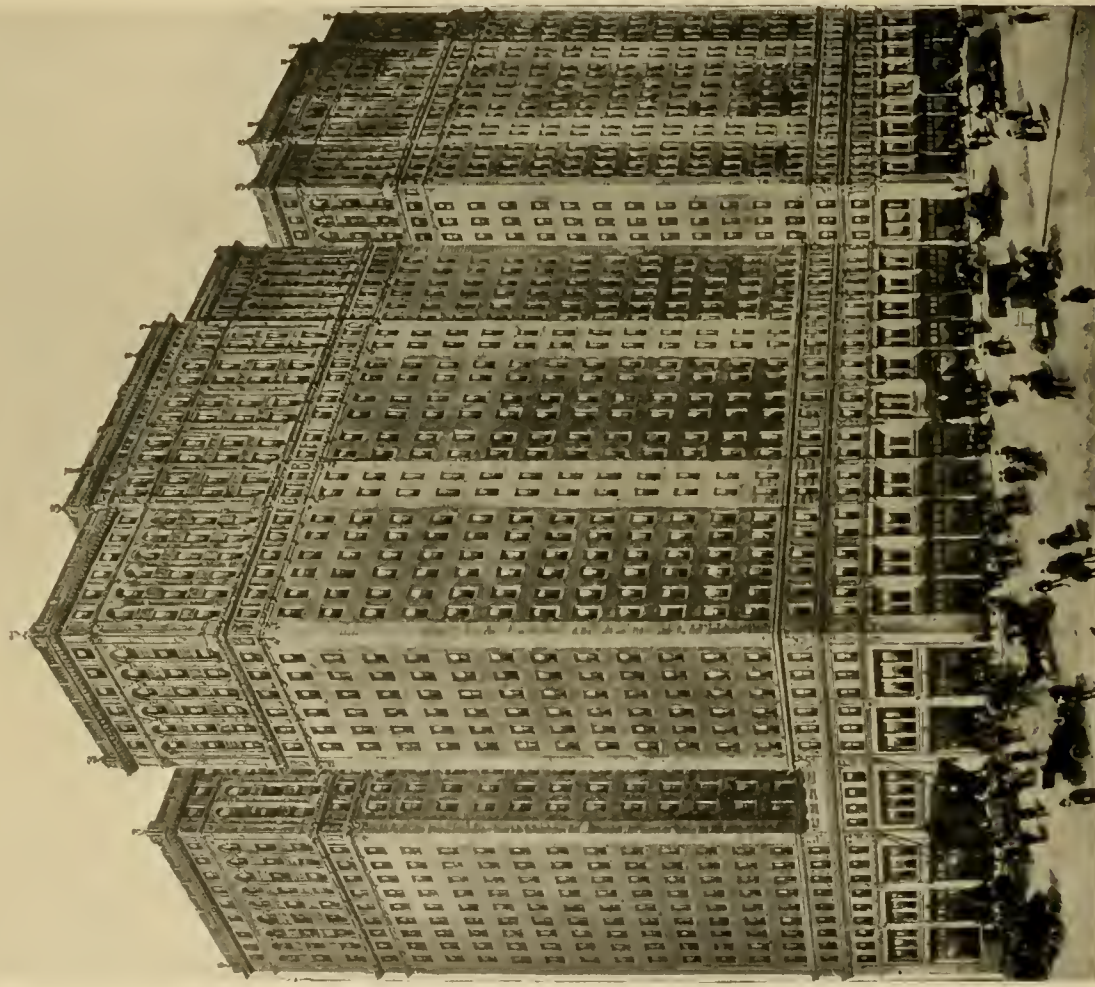


Standard Oil Building.

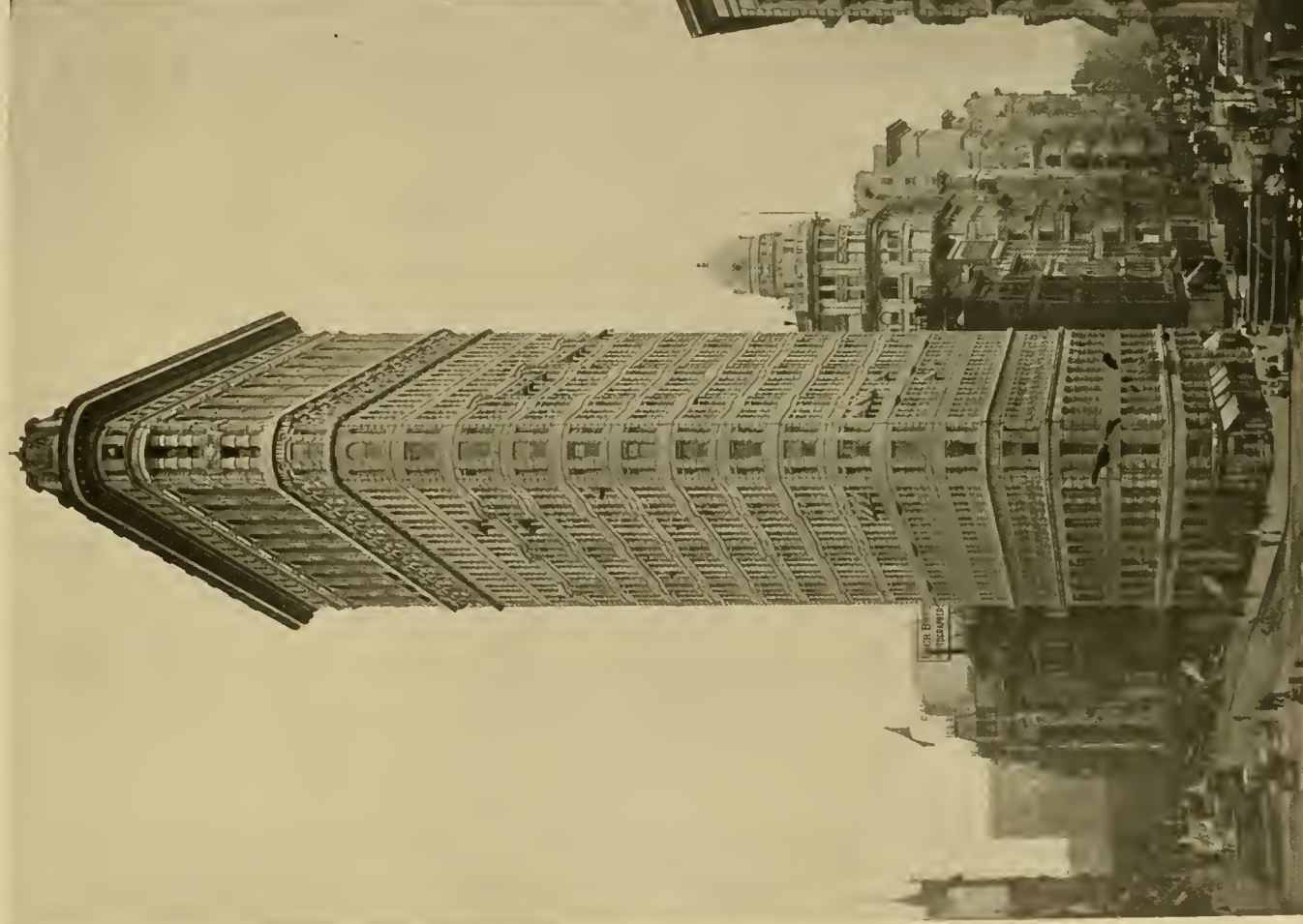
STANDARD OIL COMPANY BUILDING. Located at 26 Broadway, near Bowling Green. This structure has acquired fame as the headquarters of the gigantic trust which controls the petroleum industry of the world. The building is entirely occupied by the parent company or sub-companies which either produce, refine or transport oil or by-products.



GRAND CENTRAL STATION. 42d to 45th streets, Vanderbilt Avenue to Depew Place. An immense six-storied building, reconstructed in 1898. The most convenient and capacious railroad station in the country. The New York terminus of the New York Central lines, comprising numerous railroads operating 11,126 miles east of the Mississippi. Here are terminal facilities also for the New York, New Haven & Hartford Railroad. The great train shed is 700 feet long. It is estimated that 12,000,000 people pass through this station annually. The head offices of the New York Central and the New York offices of the New Haven road are on the upper floors.



HUDSON TERMINAL BUILDINGS. This 22-story structure at Cortlandt, Fulton and Church streets is the greatest office building in the world. It contains 4,000 offices capable of accommodating 20,000 people with a great station located below the street level. Here Hudson River Tunnel trains enter and depart on five parallel tracks, transporting passengers to and from Jersey City in six minutes. The buildings are equipped with 39 elevators having a combined capacity for handling 40,000 people daily.



THE FULLER BUILDING known popularly as the "Flat Iron," located on Broadway at the intersection of 23d Street and 5th Avenue, overlooking Madison Square. Although erected on a lot containing only 7,690 square feet, it has 20 stories and is nearly 300 feet high, with 120,000 square feet of floor space. Its remarkable shape and conspicuous position have made it more widely known than any other building in the country.



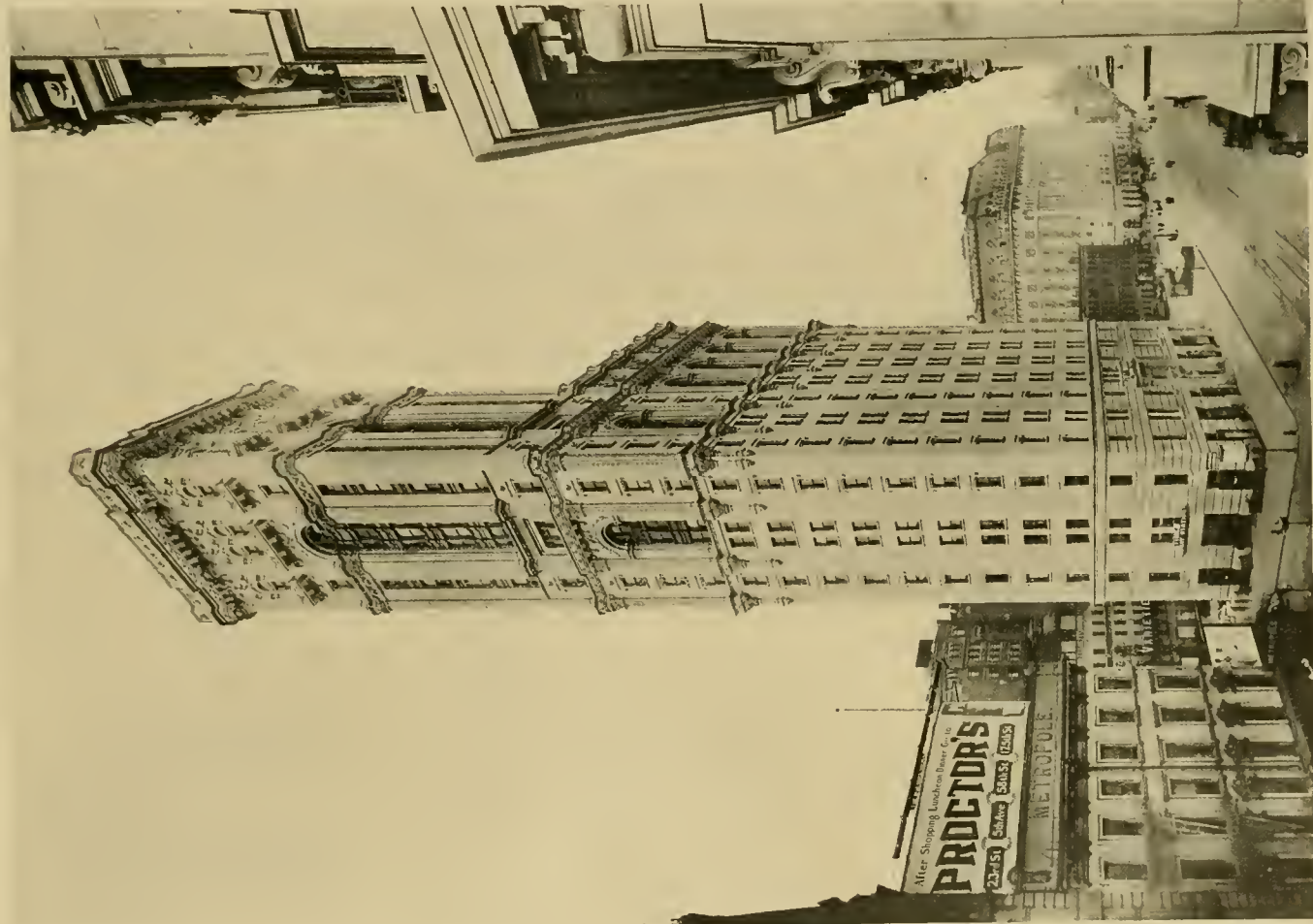
PARK ROW ENTRANCE TO BROOKLYN BRIDGE during the rush hours offers a scene unequalled anywhere. Hundreds of thousands of human beings crush and struggle in the general mix-up of vehicles and trolley-cars, striving to board a home conveyance. The daily rush has been relieved to some extent since the opening of the Williamsburg and Blackwell's Island bridges, and will grow still less strenuous when the Manhattan bridge, now in process of erection, is completed. At the right in the view is the entrance to the tall Pulitzer Building, the home of the great newspaper, "The New York World."



THE BROOKLYN BRIDGE. Stretches from opposite City Hall Park to Fulton and Sand streets, Brooklyn. This magnificent bridge was begun in 1870 and opened to the public in 1883. Cost \$21,000,000. It consists of a central river span 1,595 feet long and two land spans, with a total length between terminals of 7,580 feet. The bridgeway carries two cable and two trolley car tracks, two wagon ways and a footpath. 4,000 cars and 2,000 vehicles pass east and west every day. The average number of passengers in twenty-four hours is 300,000. It is estimated that about 5,000,000,000 people have used this bridge since its opening.



PARK ROW BUILDING. Park Row, opposite Post Office. For several years the highest of New York's skyscrapers, and famous for the many problems in architectural engineering solved during its construction. It measures 390 feet from the sidewalk to top of towers, which afford a rare panoramic view of the great city. The 32 floors house more than 8,000 persons. Four letter carriers are required to dis-tribute their mail.



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NEW YORK TIMES BUILDING, Times Square—Broadway, 7th Avenue and 42d Street. Built especially to meet the needs and accommodate the growth of the great newspaper. This stately structure rises 22 stories (360 feet) above the pavement, and the basements extend to 57 feet below. The Subway passes under the building, and an important station is located in the basement. TIMES SQUARE is now the "Heart of New York,"—the center of the hotel, theater and club section of the city.



Park Row Building.

Hudson Terminal Buildings.

City Investing Building.

Singer Building.

West Street Building.

Trinity Building.

American

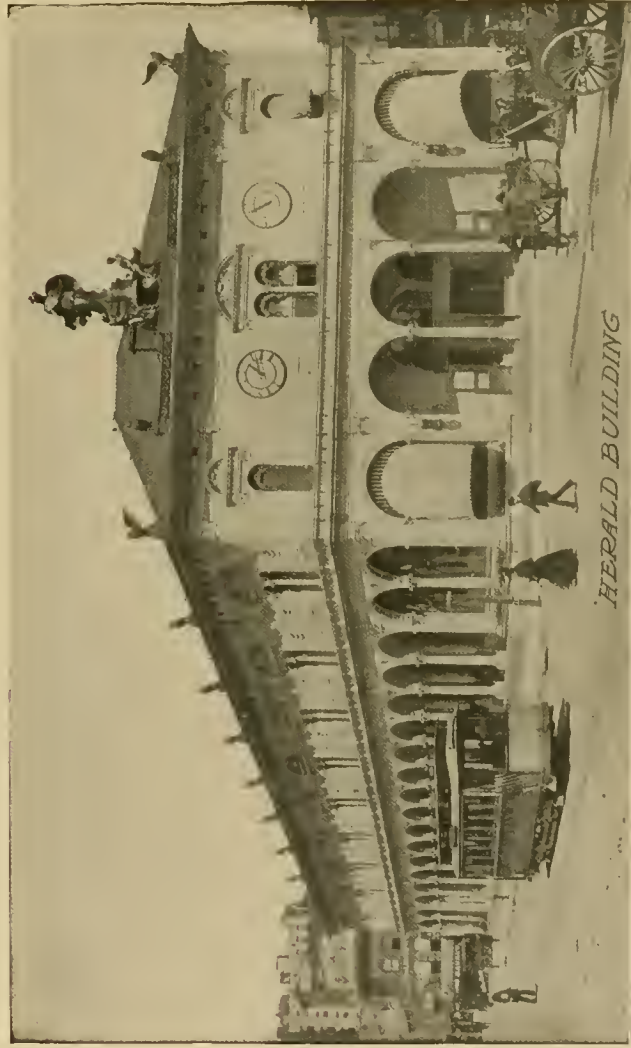
THE SKYSCRAPERS



Trinity Church. Empire Building. Wall St. Exchange Building.
U. S. Express Building. Manhattan Life Building.
FROM THE HARBOR

Standard Oil Building.
42 Broadway Building.

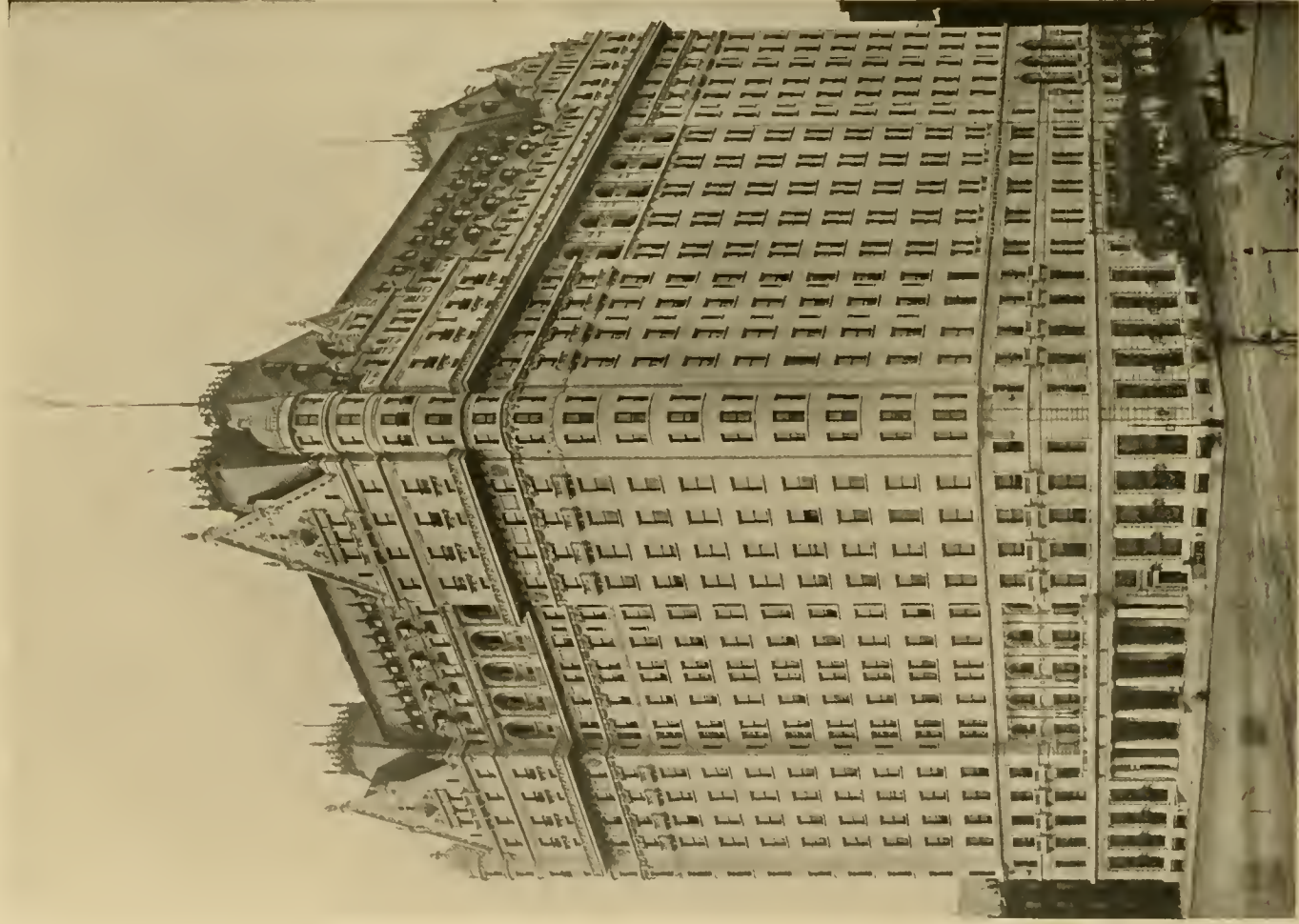
Bowling Green Offices.



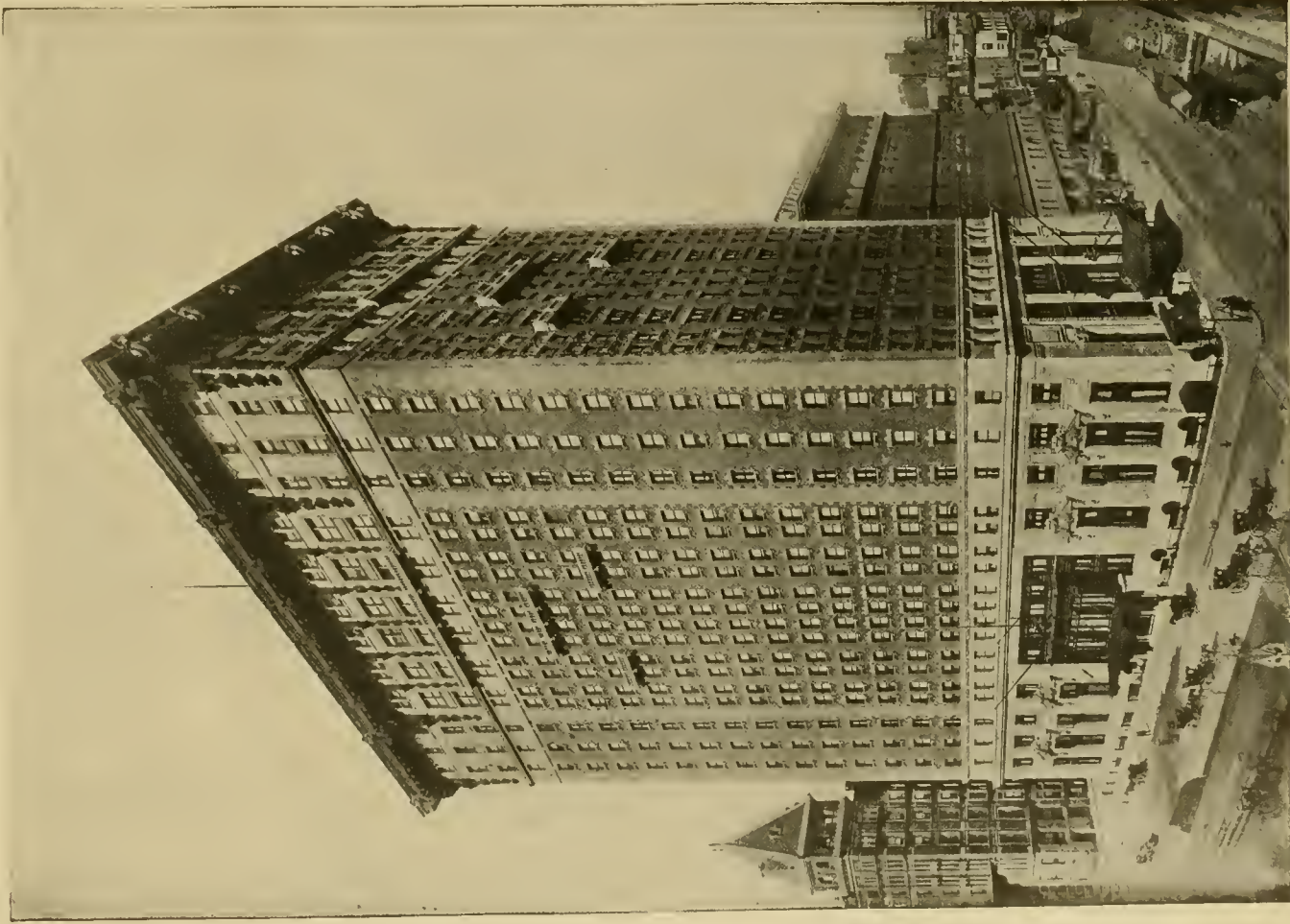
THE HERALD BUILDING, Herald Square, is a structure of genuine architectural beauty in the early Italian Renaissance style. It is arranged that the machinery is in full view from the exterior. THE METROPOLITAN OPERA HOUSE, Broadway and 39th Street, is the home of grand opera in New York. The building occupies an entire block. Here the great balls are held each season.



THE HOTEL ASTOR. Long Acre Square and 44th Street. Erected in 1904 by William Waldorf Astor. One of the most sumptuous hotels in the world. Built of absolutely fire-proof materials, contains six hundred guest rooms, large restaurants, grill room, palm garden, roof garden, etc. Great banquet halls, ball room and private dining rooms occupy an entire floor. One of the most interesting places in New York to visit is the wine cellar of Hotel Astor.



THE PLAZA HOTEL, 58th St. to Central Park South, on Fifth Ave. One of the largest and costliest hotel structures in the world. Built at a cost of over \$12,000,000. Occupies one of the finest hotel sites in New York City with an outlook upon the ultra-exclusive section of New York's fashionable thoroughfare, with its palatial residences, churches, libraries and clubs. Directly opposite entrance to Central Park, the city's matchless playground. Noted for its wonderful marble staircases, magnificent dining rooms and ball room.



HOTEL BELMONT. This hotel, located directly opposite the Grand Central Station at 42nd St., and 4th Ave., is the tallest hotel in the world, measuring 23 stories above ground with four stories under ground, the foundations being upon solid rock. The Belmont was opened in the summer of 1906, four years having been spent in its erection. This house has a private entrance to the 4th Avenue subway. Cost \$10,000,000.

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BLACKWELL'S ISLAND BRIDGE. This splendid example of cantilever bridge construction spans the East River from East 59th Street and 2d Avenue to Jane and Academy streets, Long Island City. The bridge is supported by six masonry piers with a clear height over channels of 135 feet. Longest span 1182 feet. The entire structure is nearly 7700 feet in length—the longest bridge spanning the East River. It is provided with a roadway 53 feet wide, 4 trolley lines, 2 railroad tracks and 2 promenades. The bridge was completed in 1908 at a cost of over \$25,000,000.



MANHATTAN VIADUCT, Manhattanville. At 125th Street the West Side line of the underground rapid transit system emerges from the subway and crosses the Manhattan valley on a great flying-arch steel viaduct to 135th Street, where it again enters the tunnel, and at 190th Street is more than 100 feet below the surface. The Manhattan Viaduct is a splendid example of American bridgework, and in common with all sections of this greatest engineering feat of the new century, is built to last for all time under the severest strains.



SUBWAY ENTRANCE, CITY HALL. The entrances and exits to the city's underground rapid transit system are a new feature of the streets of the metropolis. They are substantially built and of pleasing design. The herculean undertaking was completed in 1904. Ultimate cost, \$60,000,000. Brooklyn Bridge is the terminal for all lines. Manhattan western section runs to Kingsbridge, eastern to Bronx Park. Brooklyn tunnel will pass under Broadway to South Ferry, thence under East River to Atlantic and Flatbush avenues. Manhattan and Bronx lines reach Yonkers and Williamsbridge. Various branches and loop-lines connect sections.



INTERIOR OF SUBWAY. The subway is rectangular, 13 feet high and 25 feet wide for 2-track sections, 50 feet wide for 4-track sections. The bed is of concrete, with steel frame construction, concrete walls and roof, lined with asphalt and roofing felt. It is mostly near the surface, but at certain points drops lower, notably at Columbus Avenue and 104th Street, where the cars pass at a depth of 80 feet. At 169th and 181st street are elevators to stations 110 feet below the surface. The motive power is electricity, using the third rail system. City Hall Park to 96th Street in 13 minutes.



GRACE CHURCH (EPISCOPAL) Broadway and 10th Street was erected in 1845. It is built of white limestone in Gothic style and is one of the finest church edifices in the city. The spire is particularly graceful and contains a melodious chime of bells. A rectory, harmonious in design, adjoins the church.



ST. PATRICK'S CATHEDRAL (ROMAN CATHOLIC) 5th Avenue, 50th and 51st streets, is the most beautiful church edifice in America, and ranks with famous cathedrals in foreign lands. It is built of white marble. The structure alone cost \$2,000,000.



TRINITY CHURCH, Broadway at the head of Wall Street. The present structure is of brown sandstone in Gothic style, and was completed in 1847. The church society is the richest in America, and maintains besides the parent church, eight chapels, schools, a dispensary hospital, and a long list of charitable enterprises.



TRINITY CHURCH INTERIOR. The bronze doors which adorn the entrance were given by William Waldorf Astor in memory of his father, John Jacob Astor. The altar and reredos were presented by John Jacob Astor and William Astor in memory of their father, William Astor. The reredos alone cost \$100,000.

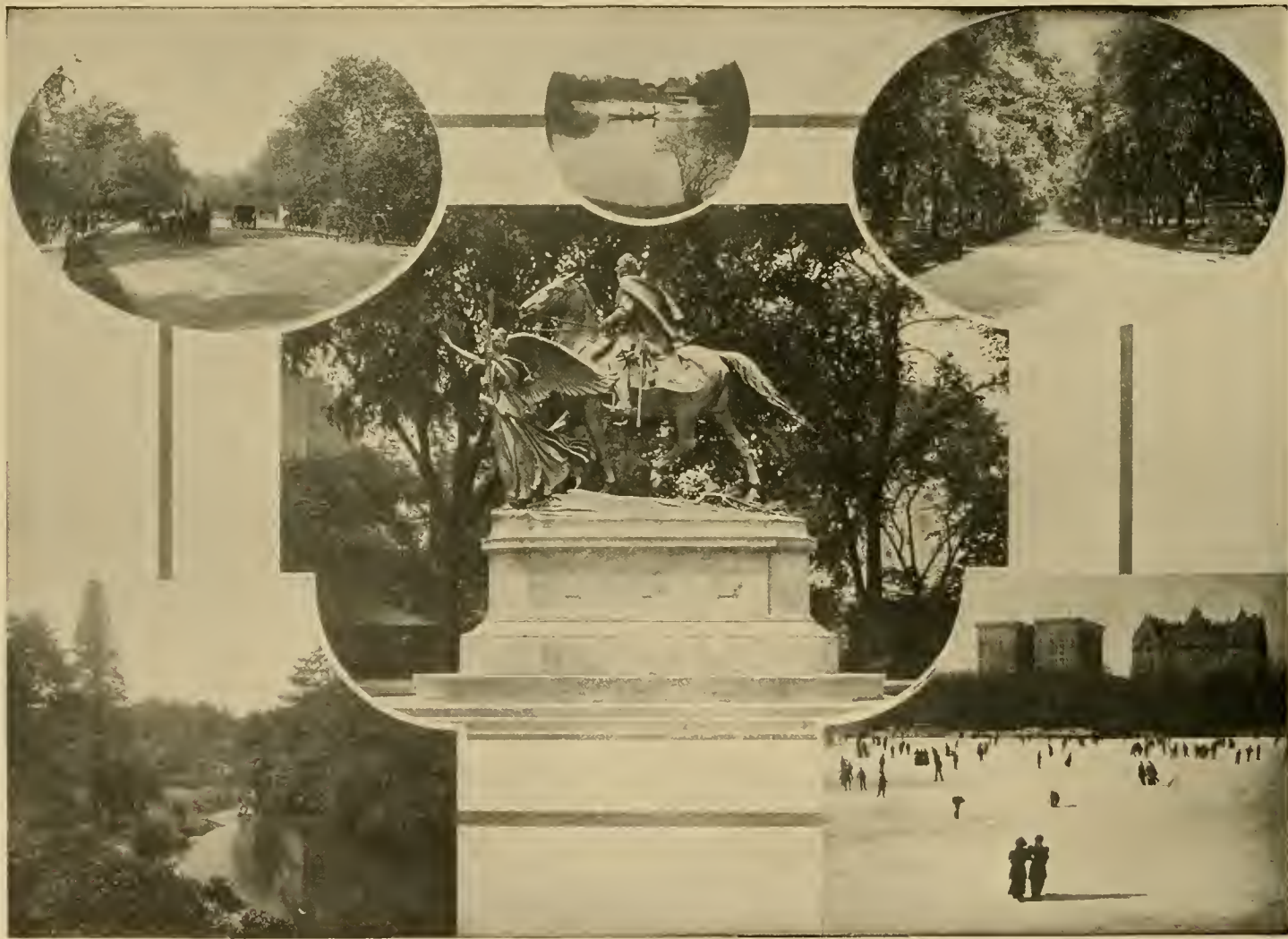


TEMPLE BETH-EL, the meeting place of the Hebrews on 5th Avenue near 78th Street, is very effective architecturally with its gilded-ribbed dome. Its interior is rich in columns and arches of onyx.

THE CHURCH OF THE TRANSFIGURATION, 29th Street, east of 5th Avenue, was made famous by a peculiar incident. When Holland the actor died, the rector of a well-known church was asked to read the burial service. He declined, saying that "there was a little church around the corner where they did such things." Joseph Jefferson replied "God bless the little church around the corner," a name which



GRANT'S TOMB. Claremont Heights, Riverside Drive, near 123d Street. This beautiful edifice, one of the largest monuments in the world, is 150 feet high and covers an area of 10,000 square feet, and is built of Maine white granite. The cost, \$600,000, was raised by the Grant Monument Association by voluntary contributions from over 90,000 people. The memorial was dedicated by President McKinley in 1897. Over the portico are statues of "Peace" and "Victory" by J. Massey Rhind. The remains of the great soldier and his wife lie in two red porphyry sarcophagi in a crypt under the dome.



CENTRAL PARK is the great playground of the city's poor as well as the rendezvous for the fashionable turnouts of the wealthy. It extends from 59th Street to 110th Street and from 5th Avenue to 8th Avenue, an area of eight hundred seventy-nine acres abounding in natural beauty. Woodland, lake, lawn and meadow unite to make this the most delightful park in the world. The center view above shows the fine equestrian statue of General Sherman by St. Gaudens, erected near the 59th Street entrance.



COLUMBUS STATUE

THE COLUMBUS STATUE stands at the entrance to Central Park at 59th Street and 8th Avenue. It was made in Italy and erected to commemorate the 400th anniversary of the discovery of the American continent.



OBELISK

THE OBELISK was presented to the city by the late Khedive of Egypt in 1877. It is sixth in size of the famous Egyptian obelisks. The entire expense of its removal and erection on its present site near the Metropolitan Museum was borne by the late William H. Vanderbilt.



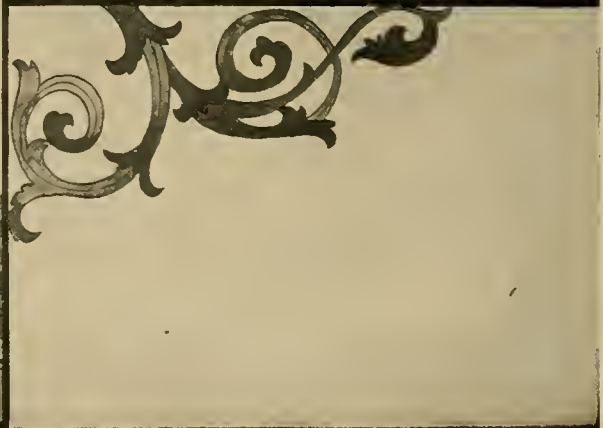
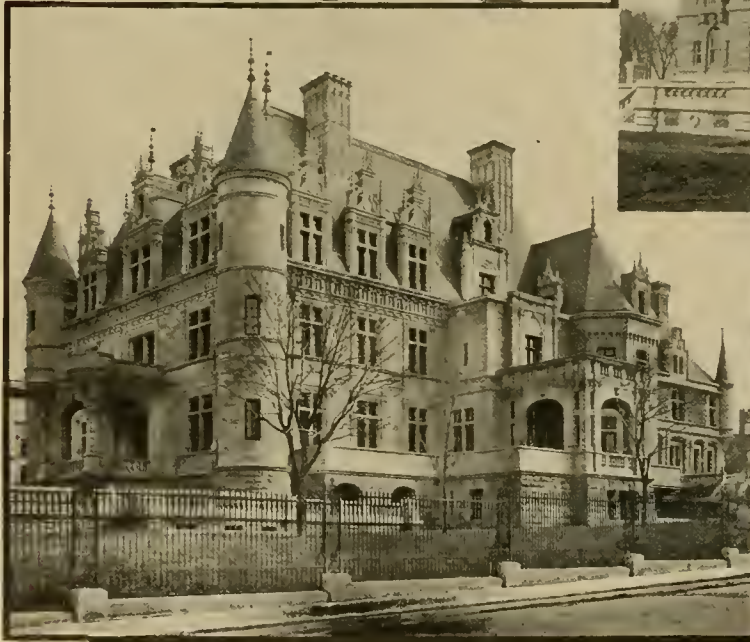
THE METROPOLITAN MUSEUM OF FINE ARTS is on the 5th Avenue side of Central Park at 79th Street. The view here shown is of the newer east wing erected at a cost of \$1,000,000. The museum contains the finest collection of paintings, statuary and antiques in America. On Sunday, the building is crowded with sightseers. Ten thousand persons frequently pass through the turnstiles in the four hours allotted to the "free" public. No art museum in the world, possibly excepting the Louvre, has surroundings so harmonious. The Park on one side and the palaces of 5th Avenue on the other are fitting environment for this unequalled collection of art treasures.



THE BARTHOLDI STATUE stands upon Bedloe's Island, almost two miles southeast of the Battery. This colossal figure, representing Liberty Enlightening the World, was presented to the people of America by the great French sculptor, Auguste Bartholdi. It was erected in 1883. The torch is 306 feet above the sea.



THE SOLDIERS' AND SAILORS' MONUMENT. At 89th Street stands a pure white marble monument erected to the memory of the citizens of New York who took part in the Civil war. It is a circular structure with a peristyle of twelve Corinthian columns, 35 feet high. Built by the city at a cost of \$250,000, in 1902.

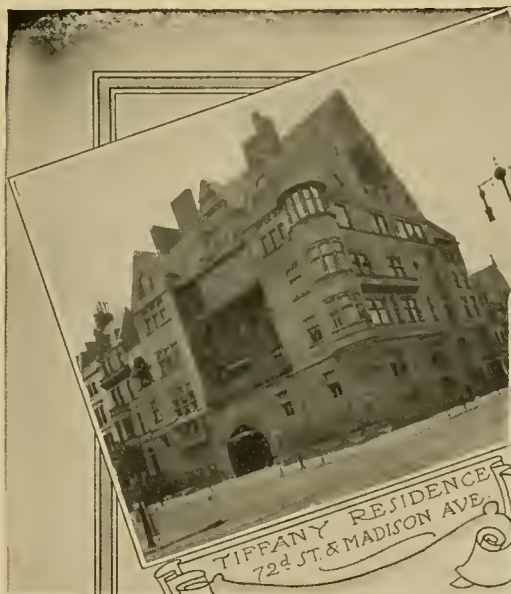


RESIDENCE OF CHAS. M. SCHWAB. This magnificent architectural pile occupies a commanding position on Riverside Drive. It is unique because of the extent of lawn. Most New York houses, even those of the millionaires, are crowded together with little or no open land about them. But this residence occupies an entire square and is said to have cost five million dollars.

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CARNEGIE HOUSE. Fifth Avenue, 91st to 92nd streets. Presented by Andrew Carnegie the famous steel manufacturer and philanthropist to his daughter, Margaret Carnegie, as a birthday gift. The house is said to have cost three million dollars. It contains nearly one hundred rooms decorated in lavish style.



J. P. MORGAN'S RESIDENCE AND LIBRARY, Madison Avenue and 36th Street. The home and private library of the great American master-financier. The residence is architecturally plain, but the library, built of Tennessee marble, in Italian Renaissance style, is one of the most beautiful structures in New York. Here are housed Mr. Morgan's collection of priceless manuscripts and rare editions. The building has figured in the financial history of the country, for it was here the famous day and night conferences were held in October, 1907, which resulted in averting a world-wide panic.



TIFFANY RESIDENCE
72d ST. & MADISON AVE.



JOSEPH PULITZER
RESIDENCE



ASTOR RESIDENCE
FIFTH AVENUE



FIFTH AVENUE SHOWING THE
VANDERBILT HOUSES.



RESIDENCE OF H.O. HAVEMEYER
FIFTH AVENUE.

THE MILLIONAIRES OF NEW YORK have contributed much toward beautifying the city by the erection of many magnificent residences. No city in the world can boast so many private palaces. They comprise all classes of architecture, utilizing the most substantial and costly building material. While the exteriors are frequently ornate and elaborate, the interior furnishings and decorations are luxurious in the extreme.



COLUMBIA UNIVERSITY, Morningside Heights, Broadway and Amsterdam Avenue, 116th to 120th streets. New York's foremost educational institution, founded as "King's College" in 1754, now occupies fifteen college buildings covering 18 acres. The central structure is the Low Memorial Library, erected by Seth Low in memory of his father. Cost \$1,000,000. It contains 350,000 volumes. Other buildings are the University Hall, Schermerhorn Hall (biology) Havemeyer Hall (chemistry) the Physics Building, Earl, South and Fayerweather Halls, and the Engineering Building, containing the machinery needed in practical instruction.



THE HALL OF FAME FOR GREAT AMERICANS, University Heights at Sedgwick, Aqueduct and University avenues and East 181st Street. This semi-circular structure, over 500 feet long, is a striking feature of the New York University, the library of which institution it half-surrounds. It contains 150 eight-foot panels which will ultimately be inscribed with the names of departed great Americans. The first five names selected were: Washington, Lincoln, Webster, Franklin and Grant. The building cost \$250,000 and was the gift of Miss Helen Gould to the University.



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THE SPEEDWAY AND WASHINGTON BRIDGE. This well-constructed roadway on the western bank of the Harlem River was built exclusively for the speeding of horses in light harness. It cost \$4,000,000, was four years in building, and is four miles long. Here speed trials are made every afternoon. The Washington Bridge crosses the Harlem River at 181st Street. It is a steel, iron and granite structure, costing \$3,000,000, and is 2,384 feet long.



THE NORTH RIVER. The name applied to the Hudson where it flows between the city and the Jersey shore. The available North River water front of New York is estimated to be about 13 miles. Below 43d Street on the New York side the shore is lined with great steamboat docks and warehouses, and ferry slips. The Jersey City and Hoboken side is equally crowded. Many of the famous transatlantic lines have docks on the Jersey shore. The amount of daily traffic on these waters is enormous. Big liners, tugs, ferries, and canal boats are continually passing. The great freight and passenger ferries of the Pennsylvania Railroad, which has a terminal in Jersey City, are a noticeable feature of every day life on the river.

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